

# News

Spring 2005



**IT IS YOUR MAGAZINE SO LET'S FILL IT**

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## Editor's ramblings

SPRING is here again and the start of another round of kit car shows and classic shows around the country and I hope you all will have time to visit many of them and join in the pleasant banter generated by members at these shows.

Looking back over the magazines, the Spring issues have always been lacking content and this one is no exception I suppose it is down to not much happening over the winter. Still summer should see a lot more articles come

flooding in hopefully. I do need large portrait photos for the front cover, if you have any suitable photos please send them in.

Your new Owners club website is online at [www.jbaoc.org.uk](http://www.jbaoc.org.uk) and I must thank Rob and Anja Laterveer for doing the Nederlands section, this is in Nederlandse, Dutch to you and me and they will translate it into an English edition soon.

**Robbie Gibson**

## Chairman's Chat

ALTHOUGH the last magazine was a little late in appearing our thanks must go to Editor Robbie who despite gremlins in the computer gobbling his work stuck to it to produce a fine balanced mag. There was interesting information from Alan Parsons and the two Dave's, Tennant and Bradburn. Any information on your build would be greatly appreciated, remember some are rebuilding, some are renovating and some are new to the Kit Car Scene, we would all benefit from your experience so please let Robbie have any copy for inclusion in our magazine.

Spring is in the air and we look forward to another season giving full use to the Falcon out and about meeting friends and new members at the shows and get-togethers. At this time of the year membership renewal is due, please help Donald by being prompt in your payment so that the club does not have to spend more cash on reminders. The AGM is just around the corner, if you have an issue to raise or a question to ask and cannot attend just give either Les or myself a call and we will gladly address the meeting on your behalf. We are still without a rep for the South West if you feel you can be of help just as a point of contact for new owners in this area please get in touch.

A mention here from last November when we travelled to Worcester to the winter gathering that was not advertised in the magazine as there was uncertainty that one would be published in time but was never the less very well attended on a crisp and sunny weekend. Armistice day at the cathedral on Sunday morning and a stroll in the city centre before a steady ride home made for a very nice weekend indeed, our thanks to Malcolm and Wendy for pulling out all the stops at such short notice. Two weeks later and it was up to Scotland for an extended weekend in Gretna Green and yes there were several weddings taking place but no one we knew. Christmas shopping was the order of the day with the evenings taken up by the singing and dancing to the two music groups the latter

included a piper, now I am not a lover of the pipes but this young man was something else and included in his repertoire his own compositions and the dancers responded with just that little extra when he accompanied the accordion and drums. Whilst we were here I was presented with a Chairman's Gavel, hand turned by Mr William Knox Gibson in exotic hard woods, no 4 ply here, Bill as he prefers to be known has an extra talent in that he has entertained us previously, singing and playing the guitar, many thanks Bill I must practice my "Give order" bit. This is the same Bill whose contribution to the last magazine was entitled Two weeks JBA'ing in Ireland. Enjoyed the write up Bill (I thought you weren't old enough to remember Max Bygraves jokes about changing over to driving on the right) but not very thrilled about the state of the roads, still it's an excuse to drive slowly. The Gretna Hall Hotel with Blacksmiths shop attached is a very nice venue for exploring that border area of Scotland, I remember as a child standing on the bridge outside Gretna with one foot in each country. A great location and thanks to Christine and Donald for organising us so well. Our weekend was extended by an excursion into the lakes and we found a diamond of a bed and breakfast guest house at the Millers Beck mid way between Junction 36 M6 and Kendal on the A65, nothing was to much trouble for Angela the owner and to relax in the sitting room overlooking the mill race with a cheery cup of tea was very welcome. If you are in that neck of the woods give her a ring on 015395 60877

Beware when travelling abroad especially in France as a new law is in force. If you break down and do not wear a reflective safety jacket when out of the car it is an instant fine. This is already established law in several European countries. The French authorities are certainly tightening the laws to try and reduce the high mortality rate on French roads, from 1 November 2004 all

vehicles are requested to drive on dipped headlights, failure to do so may bring a police officer to advise and to examine your vehicle. Drink driving laws are enforced by six penalty points, up to three years disqualification and a fine. If you forget to drive on the right and cause an accident it's a four points, three year ban and 375 euro fine. On the spot fines are in force and if you cannot produce your documents when asked by a police officer you will not be allowed to drive on and your vehicle will be towed to a police station with you paying the towing charge of 1500 euros

A great Falcon splash in the January edition of Which Kit Car magazine, front page cover "Past Masters" and "JBA, New Owners Same Kit Car Classic", and a seven page write up entitled a new beginning and detailing the changeover to new owner Tim Banwell who is developing the first factory built Falcon with the Zetec engine as standard although several customers have used this engine in their build. There are constructive criticisms of the current demonstrator, the slight scuttle shake and the seat height, nothing that is not fixable otherwise the writer has nothing but praise for the "evergreen" Falcon. "The Zetec is an obvious tweak, otherwise this is a case of leave well alone" I am in complete agreement but looking forward, how will the Falcon survive after all the Sierra donors have disappeared? The Granada is one suggestion but these too are thin on the ground and would it be worth the development for the availability of donors at the end of it? Perhaps Tim should be looking towards BMW to retain the classic look of the Falcon. I am sure he will let us in on his plans as and when the company develops.

High performance all metal twin cored radiator replacement for Mk 5 Cortina available from Lolocost Robin Hood Sportscars Ltd, Mansfield Woodhouse, Notts. 01623 420734

Happy Motoring

**PETE**

# The Federation of British Historic Vehicle Clubs

## DVLA CONSULTATION ON FEES & ASSOCIATED PETITION.

FBHVC's response to DVLA's consultation on Fee Proposals in respect of Driving Licence and



Vehicle Registration was mailed on November 2<sup>nd</sup> and its receipt acknowledged a week later. An associated petition was raised and by 12 November 16,000 signatures have come in. (Sorry it was too late to be included in the mag but signatures were collected at the November get-togethers. Pete) The petition was presented to Downing Street in December with 50,000 signatures supported by MPs Greg Knight, John Cryer and Kelvin Hopkins of the All Party Parliamentary Historic Vehicle Club.

**CONCLUSION.** We object to the principal of one group of DVLA customers being deliberately targeted to subsidise services for any other group. That is different to pooling funds from different services to iron out marginal differences in costs, which is something that we have no objection to. We object to the principal of an annual registration charge being added to Vehicle Excise Duty: this is effectively a tax on tax. Central government the recipient of the Vehicle Excise Duty, is DVLA, its primary customer in respect of the vehicle register, and it is central government that should pay DVLA's fees for this purpose. If more revenue is needed, it should be incorporated within the Vehicle Excise Duty itself and thus be subject to parliamentary scrutiny. An annual registration charge would effectively set a precedent whereby inescapable duty may be levied, and presumably varied by government agency independent of government.

We are vehemently opposed to any measure that will cause a vehicle owner to have to pay for the privilege of keeping a vehicle: all taxes, duties and charges should relate to use.

No response has been received as yet

## CONTINUOUS ENFORCEMENT OF MOTOR INSURANCE REQUIREMENTS

Concerns of the growing costs to the motorist resulting from accidents caused by ever increasing numbers of uninsured drivers, the DfT commissioned a report from Professor David Greenaway of Nottingham University whose conclusion was that if

motorists failed to renew their insurance on time they should be subject to an automatic penalty, The DfT agreed and set out a consultation paper. The proposal is stark, DfT propose to make it an offence to be the keeper of a vehicle the use of which is not insured in accordance with section 142 of the Road Traffic Act 1988. The consultation goes on to say that this would mean that the police would not have to prove that the vehicle was in use on the road in order for a fixed penalty to be issued. The authorities would compare records at DVLA Swansea with those of the Motor Insurers Database to make it possible to prosecute 'from the record', this will not apply to SORN. FBHVC will highlight concerns of penalties being proposed and vehicles off road due to repairs although it will support in principle that vehicles that are able and likely to be used must be insured

## ROAD HUMPS.

FBHVC has written again to the Minister responsible pointing out the damage caused to vehicles of all types due to badly designed road humps and calling for a change in regulations to prevent local authorities installing humps that are higher than the maximum 65mm recommended by the Transport Research Laboratory. The Minister has replied to the effect that no change will be considered and that local authorities need the flexibility allowed by the existing regulations.

## DISPOSAL OF VEHICLE PARTS AT HOUSEHOLD WASTE RECYCLING CENTRES.

The Environment Agency has replied to FBHVC's enquiries about the unhelpful attitudes of some local authorities towards the disposal of vehicle parts at Household Waste Recycling Centres. It has confirmed that there is a duty on local authorities to provide sites where members of the public can dispose of their household waste without charge. Such sites must be licensed, and the licences are issued by the Environment Agency on a site by site basis. The licence will specify the types of waste that may be accepted at the site and the Agency monitors the site to ensure compliance with licence conditions.

Unfortunately the acceptance of waste is at the discretion of the operator and the local authority to which they are contracted. Motor vehicle parts come into a grey area where certain vague conditions have to be fulfilled before they can be classed as household waste

and this gives local authorities opportunities to refuse them, or at least restrict what they will accept, hence the variation in different parts of the country. The response from the Environment Agency admitted (by implication) that matters were not entirely satisfactory and that the whole issue was up for discussion with DEFRA. They also refer to The Controlled Waste Regulation of 1992 'waste which has previously formed part of any aircraft, vehicle or vessel and which is not household waste' should be treated as industrial waste, they also make it clear that waste stemming from a private garage should be considered as household waste. This is a matter of interpretation and different authorities (inevitably) have different views. The Federation has urged that householders who have vehicle maintenance and restoration as a hobby should not be disadvantaged as a result of any review, and has asked to be kept informed.

## DAYTIME RUNNING LIGHTS.

The European Commission will develop its initiatives on the use of daytime running lights at the end of 2004/ beginning 2005. The Commission DG Enterprise is expected to draft a proposal requiring all new cars to use daytime running lights and DGTREN is probably going to draft a proposal requiring them to be used by all existing vehicles. FIVA will continue to make clear its concerns about the potential difficulty for historic vehicles to use lights continuously.

## MEMBER BENEFITS & SERVICES.

FBHVC Members have direct access to the following services:-

Britannia Rescue	
Discounted recovery	0800 591563
MST Discounted travel services	01295 278748
Opie Oils	
Discounted Lubricants	01209 314019

If you wish to use these services please state your membership of the JBA Owners Club and to The Federation of British Historic Vehicle Clubs.

(If you have any comments or queries on this report then please get in touch and I will forward your comments to the Federation. PETE)

Many thanks to FBHVC for permission to reproduce relevant parts of the report.

**PETE**

# Central Southern Area News —

## Events to Consider

HELLO! from Peter and Wendy Gibbons. Happy New Year to all in the Central Southern and Anglian regions of the JBA Owners club. Hopefully you are all itching to get the car out at the first sight of spring and that you have been checking the clutch hasn't welded itself to the flywheel and that the battery has been looked after during the cold winter months. Those of you that attended the Christmas lunch will agree I hope that we all had a great time and that our thanks must go to David and Lynn Garrard for the use of their house and the great food.

You may feel it is a little early to start thinking of dusting your Falcon down but many of us have such commitments for the coming year, that we have to plan our calendar months in advance or we would not manage to go anywhere. With this in mind I have knocked up a crib sheet of the known coming events to keep you abreast of what is going on, and this will hopefully allow you to plan some rewarding days out. Hopefully, that both keep you in touch with old friends and new and at the same time allow you to enjoy a day out with your car. Here then is a list of events that you may wish to attend throughout the coming year 2005.

**March 12th/13th** Is the first Kit-Car event proper of the year held at Bingley Hall, Staffordshire. Its usually freezing but I can never resist the first show of the season, and it's the ideal place to pick-up all those little bits you need to do the jobs you meant to have done but have not yet got around to during the winter.

**April 2nd/3rd** European Kit Car show. Held at Detling in Kent at the county showground, has been in my opinion been disappointing in recent years.

**Sunday and Monday May 1st/2nd** The National Kit Car Show, Stonleigh. If you are only going to attend one show this year then you should make this the one. It's the biggest show of the year and your AGM will be held on the Sunday.

**Sunday May 8th** Langbury Classic Car Show £3 on the day held at Langleybury Childrens Farm. More details on request.

**Sunday 15th May** We have the Chiltern Hills Vintage Rally at Aston Clinton Rugby club commencing 10 am and costs £2:00 at the gate. This show grows every year and is becoming a very popular one-day event and if you want to go on the rally, cars leave Aylesbury Station at 08:30.

**Sunday 22nd May** Cheshire Kit Car Show Capesthorpe Hall, Near Macclesfield I have never been here but I am advised it's a very friendly day out organised by the Rochdale Owners Club.

**June 12th** Luton Festival of Transport Stockwood Park, Luton. I have 6 pre-booked tickets you can obtain from me on request (Free)

**June 18/19th** Newark Kit-Car Show Good venue when the Sun shines, I was away last year but intend to be there this year, so look forward to seeing those that attend.

**June 19th** Knebworth Cars in the Park Tickets £2 in advance or £6.50 on the day. Full details on request. I'll be in Newark but if anyone attends please let me have a report as this one's new to me.

**June 25th-3rd July** JBAOC 3rd Annual Trip to France Staying at Cabourg (Normandy) with overnight stops on the way there and back, a celebration dinner is also included on our last night in France The cost is around £500 per couple, and the trip will take in the D-Day landing sites and memorials, together with a trip to Swiss Normandy. A visit to the birthplace of William the Conqueror with some spectacular scenery to look forward to, places are limited so be quick if you are interested.

**July 31st and August 1st** The Knebworth Classic Car show that we have a stand at every year and this year will be no different, beautiful country house and gardens to visit at a small additional cost. It costs £2.00 to those who book in advance or £7.00 on the day, it is important to contact me for advance tickets.

**August 13th/14th** Great Northern Kit Car show at Harrogate. This show was taken over by John Cooke of European Promotions in 2003 it has now become one of the great successful venues for owners in the North attracting a host of manufacturers.

**Sunday 19th September** Classics on the Green- Croxley Green, this event will also appeal to steam buffs and to tight wads as it is a completely free event.

If any of these trips or days out appeal to you and you would like more details on any of the above, please give Wendy or myself a call and we will be glad to help or put the literature in the post to you.

If you know of any events that members might be interested in please let me have the details and I will add them to the next instalment.

Wishing you all Happy and Safe Motoring.

**Peter and Wendy Gibbons**

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*Cover image: Parked in Chris and Malcolm's Garden in the Loire Valley*

*If you would like to see your vehicle here please contact the Editor and he will supply you some submission guidelines.*

# Interchangeable Parts 2

More parts for Ford cars that may be interchangeable. Please check with original part before purchase.  
Cars within each individual box have the same part

## Brake Discs

Cortina III.IV.V	70 -82
Escort MK1	75 -80
Hyundai Stellar. 1600	84 -on

## Brake Discs

Escort MKIII. XR3I	80 -90
Orion	83 -86
Sierra	82 -on

## Brake Drums

Capri 1.3L. XL	69 -81
Capri 1600	75 -81
Cortina 1.3 1.6 2.0	65 -82
Escort	68 -90
Orion 1600	83 -86
Sierra 1.3 1.6 1.8	82 -on
Sapphire	87 -on

## Brake Drums

Capri 1.3L. XL	69 -81
Capri 1600	75 -81
Cortina 1.3 1.6 2.0	65 -82
Escort	68 -90
Orion 1600	83 -86
Sierra 1.3 1.6 1.8	82 -on
Sapphire	87 -on

## Brake Drums

Capri 1600GT	75 -81
Capri 2.0	75 -81
Cortina 1300 1.6 2.0	70 -82
Cortina 2300	77 -82
Escort	75 -80

## Brake Hoses

Capri II	74 -78
Capri III	78 -84
Cortina III (R)	70 -76
Cortina IV (R)	76 -79
Escort 1.11.3 1.6	75 -80

## Brake Pads

Capri	70 -81
Consul 2000	72 -75
Cortina 1.3 1.6 2.0	70 -76
Cortina 1.3 1.6 2.0 2.3	76 -82
Escort Mexico	72 -77
Escort 1100 1300	75 -80
Escort RS	72 -77
Granada	76 -82
Hyundai Stellar 1600	84 -on
Lotus Eclat	75 -82
Lotus Elan	72 -84
Rover 2000	73 -on
Rover 2200	73 -77
Triumph GT6	72 -73
Triumph TR6Pi	72 -75

## Brake Shoes

Consul 2000	72 -75
Cortina GT GXL	70 -76
Cortina 2.0 Est	70 -76
Cortina 1.6 2.0S	76 -79
Cortina 2300	76 -79
Hyundai Stellar 1600	84 -on

## Wheel Cylinders

Cortina 1.6GT GX:L	70 -76
Cortina 2000	70 -76
Cortina 2.0 2.3	76 -82
Escort	83 -86
Escort XR3I	82 -86
Orion	83 -86
Hyundai Stellar 1600	84 -on
Reliant Scimitor SS1	85 -86

## Brake Pad Fitting Kit

Capri 1300	75 -82
Capri 1300GT	71 -74
Capri 1.3 2.0 3.0	71 -87
Consul	72 -75
Cortina 1300. 1600	70 -82
Cortina 2.0 Est	76 -82
Cortina 2.0 Sal	63 -76

# Secretary's Notes

NOT much to report this time as the Falcon is tucked away in the nearby barn and the list of outstanding jobs still not started! The major job will be replacing the radiator grille as I have finally given up with having the original one re-chromed yet again and have decided to splash out on a new one. I must get around to this task soon as we are nearly into March and the 1st of May, when I will re-tax the car, will be upon us before we know it. The good thing is the M.o.T is not due until August so there will not be a panic to get that done before she is back on the road.

I would like to add my deepest condolences to Betty Jones following the death of Gwen in February. The couple have been involved with the club for very many years and Jill and I have always valued their friendship and enthusiasm. Gwen will be sadly missed by us all and I am sure I speak for everyone in that if there anything we can do for Betty she only has to ask.

Can I express my thanks to Robbie Gibson for taking on the magazine and website and doing a terrific job of both of them. Please support him to the hilt.

I trust everyone enjoyed the two Christmas Do's and the Blackpool weekend, sorry I wasn't able to attend. Other than these events the winter tends to be quiet with respect to the Club. The first show will be Bingley in March but I haven't been there for many years, primarily because the car is off the road then, so my first event will be Stoneleigh at the beginning of May.

On the cars for sale front I am getting an increasing number of requests for Falcon Tourers but being such fantastic vehicles finding any for sale are like hens teeth. So if for some very strange reason you wish to part with yours then let me know and I'm sure we will find it a happy new home easily. As it has been said before, don't give them away, they are worth more than some people think.

Well that's all for now, I look forward to seeing many of you over another good year with the Owners Club.

*Les Fragle, Secretary, February 2005*

## Annual General Meeting – Sunday 1st May 2005

**The A.G.M. of the JBA Owners Club will be held in the Conference Hall at the N.A.C. Stoneleigh**  
**The large room upstairs, commencing at 1 pm (see below) on Sunday 1st May 2005.**

Please assume the start will be 1 pm but if it changes I will put a note on the club stand. Also assume that the room will only be available for 55 minutes after which it is booked by another club so we will need to kick off promptly.

### Agenda

The agenda will follow the usual order;  
 Introduction - Apologies for Absence - Approval of the Agenda - Minutes of the Last A.G.M.  
 Treasurers Report & Subscription Rate - Secretary's Report - Social Secretary's Report  
 Election of Committee Members and Area Representatives - Club Constitution  
 Club Publications - Club Merchandise  
 Awards  
 Date of the Next A.G.M (I will be suggesting the Sunday of the Stoneleigh Show 2006)  
 Any Other Business

### Nominations

If anyone wants to nominate an individual for any Committee Member or Area Representative position would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 24th April 2005.

The Committee positions are; Chairman, Vice Chairman, Treasurer, Secretary, Social Secretary, Membership Secretary, Editor, Advertising Officer and Merchandise Officer. Please note that position of Social Secretary is currently vacant.

The Area Representative positions are; North Scotland, South Scotland, Wales, Northern Ireland, North West England, North East England, Midlands, South West England, Central South England, South East England and Europe. Please note that both the South West England and Northern Ireland Area Representative positions are currently vacant

### Constitution

If anyone has any proposed changes to the Constitution would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 24th April 2005.

### Questions

If anyone has any questions they would like discussed at the meeting would they please inform the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 24th April 2005.

### Anthony Stafford Shield

The shield is awarded to the Area Representative who, in the opinion of the members, had done the best for their area over the last year. Therefore can members please consider if there is anyone worthy of this award this year and send their nominations to the Secretary in writing (e-mail is acceptable) at least one week before the meeting i.e. 24th April 2005.

**Les Fragle**  
**Secretary**  
**JBA Owners Club**  
**26th February 2005**

# Eric's Windscreen Modification

## STEP ONE

Before starting ensure that there is sufficient room - between the top of the windscreen and the top of the windscreen frame - to accommodate the increased depth of the screen, which will rise by approximately six to ten millimeters with the addition of the aluminium alloy angle at the bottom of the screen channel

## STEP TWO

Cut a section of aluminium angle to fit over the curve of the top of the scuttle, about 25mm longer than the inside edges of the front face of the bottom sides of the windscreen frame. (*This is to ensure that you have sufficient metal to trim off to ensure a tight fit between the two sides*).

Mark out and drill the bottom 'U' section aluminium channel to accommodate six bolts. Be careful in positioning the bolts to avoid the wiper wheel box positions, place them as clear as possible (*it doesn't matter if they are slightly unevenly spaced*). The two outer bolts need to be about 30mm in from the ends, space the remaining four bolts as previously outlined. In between these six bolt positions drill a further five holes to accommodate the five short bolts which DO NOT pass through the scuttle (*Fig. One*). This is to ensure that you have a nice tight joint between the 'U' channel and the 'L' section aluminium angle for the whole length of the two pieces of metal. It is important to drill the holes for the long bolts first, this is to ensure that they are properly spaced to miss obstructions such as the wheel boxes etc.

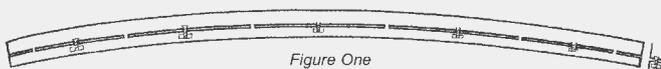


Figure One

Bolt the two sections together using only the five short bolts in the intermediate holes. Incorporate the rubber 'U' channel, insert the bottom of the windscreen glass into the channel - pushing it fully home over its entire length (*use a small quantity of washing up liquid in the rubber channel, this will make it easier to remove in due course*). The Rubber Channel can be obtained from: C. O. H. Baines Limited, Rubber Mouldings and Extrusions, (Park Road, Tunbridge Wells, Kent TN49JP. Telephone No.: (01892) 543311. Part Number IRS 0271 (6.3 mm)

## STEP THREE

With the windscreen frame securely bolted to the body tub, offer the glass and bottom channels into position inside the windscreen frame. Equal out the glass at both sides and level it at the top. It may not be a true fit and any disproportion should be equalled out. Now view the screen from the front of the car and ensure that the aluminium channels are sitting on the scuttle as evenly as possible (*that is to say that any gap between the underside of the channel and the top face of the scuttle is even*). You may have to make further adjustments to the glass. When you have arrived at this point the screen must, obviously, be held securely in position, use the top angled inner windscreen channel for this purpose, held in place with a 'G' clamp attached to the windscreen surround. Now transfer the shape of the top of the scuttle onto the face of the 'L' shaped channel at the bottom of the screen, put a strip of masking tape along the whole length of the front face to mark the shape on to it in pencil. DO NOT remove more metal from the bottom edge than necessary to achieve a good fit.

The reason for suggesting that you cut off as little as possible from the bottom face of the 'U' shaped channel, is because when it is finally fitted and it leans backwards at the correct angle, the bolts joining the two sections together may foul the top of the scuttle and the bottom channels will not sit correctly on the scuttle face.

Don't cut the ends off the channels until you have acquired the necessary fit on top of the scuttle. On completion of the fit on top of the scuttle, fix the position of the glass in screen surround by sticking masking tape on the front face of the glass at the sides where 'it meets the sides of the screen surround (see *Fig. Two*). Stick the edge of the tape exactly adjacent to the edges of the surround, particularly in the bottom corners so that you will have a datum point for refitting the alloy channel back onto the glass. It is most important that the channels go back on in exactly the same position to avoid fitting the glass in the screen surround unevenly.

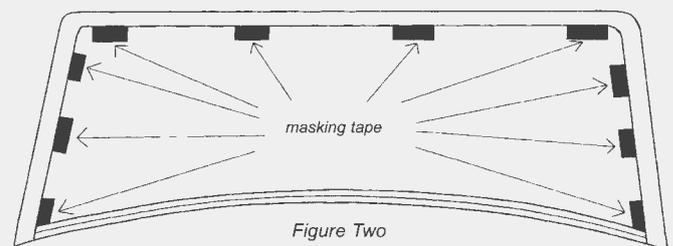


Figure Two

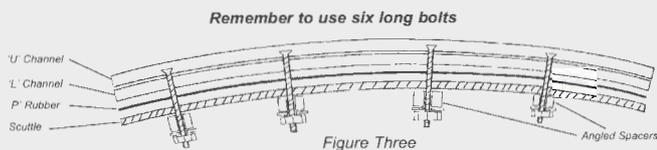
## STEP FOUR

When you have arrived at the stage where you might have to trim some off the bottom of the 'L' shaped aluminium angle you needn't take it off the glass, lay the screen on a flat surface covered with cloth to avoid scratching the glass. You can then file or hacksaw off what is necessary, occasionally offering the screen back on to the scuttle to check the fit - make sure that you adhere to the masking tape positions when checking. If you are satisfied with the fit on the scuttle mark the position of the side frames on the front face of the channels, remove channels from the glass and cut off and trim them with a good file. It is better to cut them proud and trim carefully back with a file.

The screen and bottom channel should now fit nicely between the stainless steel screen surround sides. If it is **slightly** tight, release the tension on the front fixing bolt on the side of the screen surround a little. The glass windscreen and channel should now fit on the scuttle and between the screen surround uprights. Maintain this position and mark a pencil line over the length of the scuttle directly where the bottom channel rests on the scuttle. This is to assist you in marking the holes to be drilled in the scuttle for the 'through' bolts.

Now take the glass windscreen off and once again remove the channel from the bottom of the glass, together with the rubber insert. You should now be able to see the hole positions for the 'through' bolts. Place the channel back into position on the scuttle accurately between the screen surround uprights and against the pencil mark over the scuttle. The hole markings should be approximately 5 to 6 mm behind the pencil line if you have marked them correctly. Drill slightly oversized holes through the scuttle at the same angle as the screen inclination, (start upright and when the drill bites, incline it). Fit the 'through' bolts into the screen channels and have a trial fit. There will be two ways you can get the bolts

through. If you imagine lowering the screen as if you were fitting it to the scuttle in a vertical plane, obviously the bolts won't align with the holes at their tips because of the bend of the channel to fit over the scuttle, the bolts are at an angle. The angle will of course be greater towards the ends of the channel than in or towards the centre (see Fig Three).



I carefully bent my bolts with my hands until they aligned and the channel dropped into the holes. When you finally fit the screen, after the car has been painted, you will have to tease the bolts back again into their previous alignment. Don't worry, you don't have to bend them far or back again so they won't break off. The alternative is to elongate the holes sideways towards the centre of the screen and not to bend the bolts. Personally I recommend that you use the first option. At this stage I recommend that you prepare and fit the metal plates that fit inside the screen surround and hold the windscreen in place. I recommend that you give them a nice coat of paint as well. The thin flat rubber to be fixed before final fitting of the screen should be fitted to the sides and along the top of the surround and on the edges of the interior metal plates. By sealing them onto the metal edges you will ensure that you cover the sections where the rubber won't be visible when the screen is fitted. Don't stick them to the glass or you won't achieve this. Additionally I wouldn't stick them on until the day you make the final fitting, because, if there is any necessary handling of the parts you will find that you could dislodge them and will have to reseal them. This happened to me!

#### STEP FIVE - Final Fitting

You will certainly require one extra person to assist and more probably two! This is because you have the extra precaution of not scratching the new paint work. I recommend that you attach the channeling to the bottom of the screen using a black sealing compound obtainable from motor parts shops or Halfords. You don't need too much in the bottom channel because if any water should enter it will only run along the inside and out of the ends, however it does ease the pushing of the glass into the rubber moulding. Make sure you keep each of the ends of the channel in line with the masking tape that you will have left on the screen, and should denote where the screen surround meets the glass.

Place the screen on the scuttle with the fixing bolts through the holes. There is no need to put any form of sealant on the bottom of the screen and the top of the scuttle, because: (a) you will get it all over your paint work, especially in the areas that you don't want it, and (b) you want the bottom of the screen to pull down in as near contact to the top of the scuttle as possible. The use of sealant, which may become stiff or start to go off, will prevent this. It will be adequately sealed later.



Angled spacer

When the screen is in position, go underneath and tease the bolts back into position, get your assistant to hold the screen in the correct position in which it will be finally secured. You will have already made up some load spreader plates, aluminium will do. These are placed on the bolts where they protrude through the underside of the scuttle. You will probably find that you can only fit two, one at

each end of the screen, however as many as possible should be fitted to prevent undue distortion of the scuttle when you tighten up the nuts. After you have fitted the spreader plates place one angled spacer on each bolt and fix with a spring washer and nut. Pull up the nuts until they are mildly finger tight, DO NOT, at this stage, use a spanner or any other mechanical device.

Having affixed the rubber strip to the inside of the screen surround, ready for fixing to the scuttle, make sure that you have something in position to prevent the ends of the sides of the surround from damaging your new paint work on the scuttle. I suggest two small strips of rubber taped to each of the ends of the scuttle over the position where the sides of the surround are to be bolted on. When the surround is on and the bolts are loosely through and the nuts are on the first few threads, you can pull the sides of the surround away a sufficient amount to pull the rubber out.

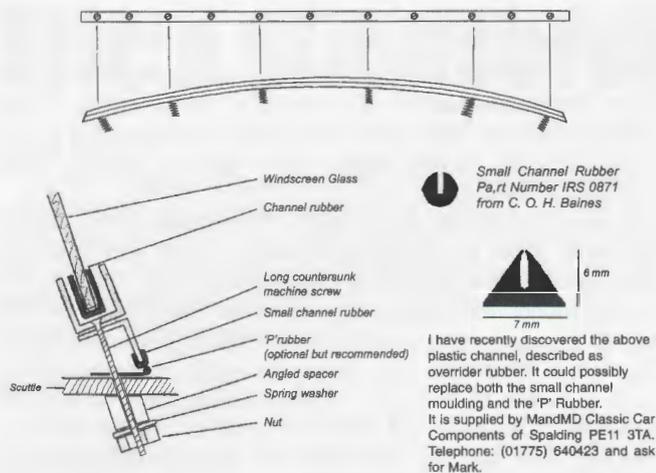
Squeeze a good bead of sealant onto the rubber which is now fixed to the screen surround, about 6 mm in from the edge. Offer the screen surround towards the glass from the bonnet side of the scuttle, this should be done with someone else supporting the other end of the surround. Whoever is inside the car still supporting the glass should let the top of the glass lean towards them as far as it will go without straining the bolts or the scuttle. Get the person who is supporting the opposite end of the surround to place his side about 15 mm from its final position and hold it firmly against the protecting rubbers. Spring your side open slightly and place it in a similar position on the protecting rubbers. Having reached this position, move your side into alignment with the holes, spring it slightly and remove the rubber strip nearest the front hole and insert the bolt and turn the nut a few threads onto it. Repeat the exercise at the other end. **The assistant holding the glass should place a hand on the surround to prevent it dropping backwards.** Then push the glass forward onto the inside of the surround and hold the glass and surround together whilst the six bolts in the bottom channel are tightened up under the scuttle. Don't exert too much mechanical force on the nuts to avoid undue distortion! When you push the glass forward towards the surround you may have to spring the surround sides slightly to get the lower aluminium channels to fit between them.

Insert the other windscreen surround bolts, this time with appropriate washers, also place washers on the first bolts and mechanically tighten all four bolts after checking the alignment with the side screens. Fix the inner screen plates (no need to put any sealant on these), push them tightly against the glass and tighten the retaining screws.

You will probably get sealant all over the glass when fitting, ignore it and clean it off afterwards. When everything is bolted down, if there is room, pack the rear of the lower angle channel with 'Dum Dum' black putty, then insert a bead of the same along the lower edge of the rubber seal where it meets the scuttle and flatten it off neatly (with your wife's plastic cooking spatula of something similar to prevent damage to the paint work). If you decide to use the 'P' Rubber (as Eddie Jones did) this procedure will differ slightly.

The aluminium angle was obtained from the local B & Q stores and was 15 mm x 15 mm which allowed plenty of metal to trim for a good fit. The six long bolts were 4 mm stainless steel countersunk machine screws approximately 35 mm long. The five shorter bolts were also 4 mm CSK. The six angled spacers were made from 15 mm aluminium rod drilled out to 4.5 mm.

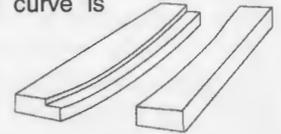
The illustrations below will, hopefully, explain any omissions that may have been made in the text of this guide to making a visually more pleasing fit of the windscreen.



You will need to be very careful when bending the aluminium angle, you will find it easier by making a bending device, similar to the drawing below, to use in the bench vice. It can be made from a piece of 18 mm MDF, about 160 mm x 60 mm.

Make the curve at the centre of the device slightly more accentuated than the curve of the bottom channel of the windscreen. This is because the aluminium will 'spring back' after pressure has been applied in the vice. You will need to gradually work your way along the entire length of the 'L' shaped piece until the desired curve is achieved.

**Eric Watkins**



## New Website for The JBA Owners Club

THE JBA OWNERS CLUB have a new web site which has been totally revamped and is in a new location [www.jbaoc.org.uk](http://www.jbaoc.org.uk) instead of being a window on the web, this new site is designed to interact with club members. Lot's more going on, more news, more help and almost 140 pages. Keep up to date monthly, with all that is going on in the JBA Owners Club.

Now this year with Darren being so busy with his own company, the Owners Club approached me asking if I would make my own site the JBA Owners Club website. Well at first I was pleased about it, the reason being I am pushing on a bit and with no one in my family able to take my website on, then what better than to pass it onto the Owners Club. On the other hand my own site is for any JBA owner world wide and is not really my idea of a club site and will still keep running as it is.

So I thought what should a club site be, the main thing is to interact more with club members, especially one as large as the JBA Owners Club which is National and reaches over to the Continent. Now to react with members I have made up a mini site of eight pages for each Area extendable, to contain also a news section from your local area. This means no matter where you live in the country and especially if you are new to the club, you will be able to find out what is going on around you. I have kick started these Area sites off, but their success depends on members sending stuff in, we need loads of local knowledge.

**So Far:** This site contains 58 pages on the Main site and 81 pages in the Area sites, each area has their own mini site of 8 pages, including Holland and for them one is being translated into Dutch with a great deal of help from

Rob and Anja Laterveer. These are for any members, not just area reps., which can grow by the amount of contributions members send in. It is not all complete as more articles have to be transferred and added. Area Pages need to be filled up by members.

**What Now:** Come in and have a look round, your comments and suggestions and ideas will be most welcome, remember it is your website, tell us what you would like to see. Six years I spent building my own site with a lot of input from JBA owners and members. May I ask you all once again to rally round and send your articles, news, hints & tips, your stories, photos of your pride and joy, experiences with your Falcon or Javelin. We need a lot of your own local knowledge, help make your own JBA Owners Club website the best one marque kit car club website in the UK.

**Robbie**

### JBA Falcon Original Roadster: chassis number FO12

7000 miles since build:

2L pinto with 5 speed gearbox:

TSW wheels with Uniroyal rainmaster tyres:

good looking car: drives very well, but never gets used so looking for a new home!

**Price:- £5250 will haggle for quick cash sale.**

**Tel:- 01547-560445**

David Pritchard: mid Wales border:

You will see coloured photos on line at [www.jbaoc.org.uk/fs.htm](http://www.jbaoc.org.uk/fs.htm)



# Fitting the JBA Badge

THE BADGE needs rubbing down on its edges and given a good polish. Fitting the JBA badge, firstly bend the badge to the shape of the radiator, warm the badge first, you can apply heat by various means, blowlamp, heating gently in the oven (**Not A Microwave oven**) and any other ways you can think of. Then there are four ways to fit the badge that I know of.

**Two Hole Fixing** My way cheap and cheerful, drill two holes in the badge at the side of the letters then place in to the position you want it on the radiator and mark the position of the holes and drill the shell then fit the badge with two self tapping screws, or bolts. I fitted rubber between the badge and the grill, cut to the same size as the badge.

**Two Hole Fixing** A tip I received from David McDine. I have used a different approach to fit the badge. Not wanting to have the screws showing, or risk drilling a hole right through. I bended the badge to fit the shell, using my favourite template, a piece of "Meccano" to space two holes in the shell. Then using a blowlamp and plumbers

solder, solder two screws to the rear of the badge. These were held and spaced using my trusty "Meccano".

**One Hole Fixing** This next tip from Andy Grice appeared in the JBA Owners Club Magazine in Winter 1993 was to solder a flat headed unplated M5 screw in the centre, on the rear of the badge, drill one hole in the centre of the grill and bolt from behind. Clean back of badge with wire wool first.

**The professional way** two Hole Fixing, as done by Derek Bintcliffe, measure the depth of the badge on the J and on the A the thickest part of the badge, then start to drill from the back of the badge with a depth gauge on the drill so that you don't drill right through the badge, then use a thread tap to run a thread up the holes. Then use a template copy of the holes to drill the shell and fit the screws from behind the shell, secured by washer and spring washer. That way no screws are showing on the front of the badge.

Remember that the badge is made of brass, which is a very soft metal, don't be too heavy handed with the drill.

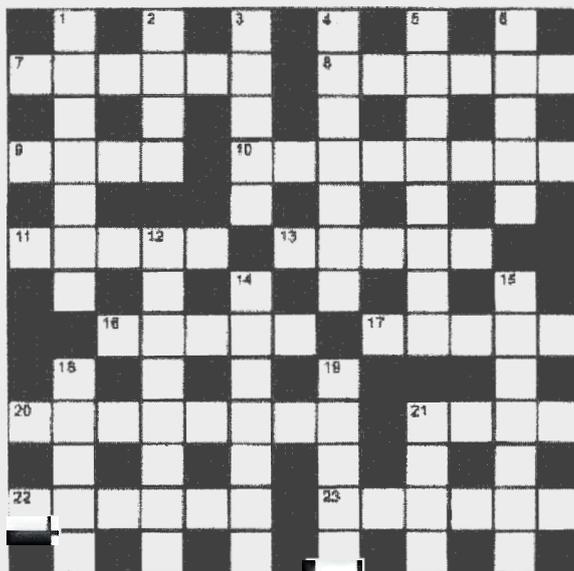
## Pete's Crossword

### Down

- 1 It will let you down if its free of charge. (7)
- 2 Look old in the garage dad. (4)
- 3 The bit off the cooker on the radiator surround. (5)
- 4 The first man laying roads in Scotland. (7)
- 5 Yankee petrol. (8)
- 6 A form of resin or one of a trio of Traffic lights. (5)
- 12 Not off side said the ref. (4)
- 14 Get Detective Jack off the windscreen. (7)
- 15 Put rubber back on the tyres. (7)
- 18 Remove the metal in a shower of sparks. (5)
- 19 Refrains from mounting pavement edges. (5)
- 21 Polish in the nude. (4)

### Across

- 7 Form of racing on a sausage. (6)
- 8 Horns, sirens and bells. (6)
- 9 A breeding farm for more horse power. (4)
- 10 Bend forward to find this in clean overalls. (4)
- 11 A little nutty driving shaft. (5)
- 13 Old in car entertainment. (5)
- 16 Protective, washed or injected. (5)
- 17 Change gear with this. (5)
- 20 Keep well in a traffic jam. (8)
- 21 U.S. trunk. (4)
- 22 Positive electrical terminals. (6)
- 23 Perplex. What's in a silencer. (6)



### NOTES

# Ron & Glenis say goodbye to the JBAOC

JOINING THE CLUB was one of the best things that we have done, and we have made many friends, and I would still recommend anyone who is building or has bought a JBA to join the club, as you will get a lot of help and make friends if you attend the shows and various events. But it won't be the same as it used to be, in what we term The Golden Years of the club.

I still maintain that the club should be run by the committee and not just by the officers of the club, but if every body is happy with the way things are, then we are glad not to be a part of the club.

How has it changed you may ask yourself, and when did it change?

We can remember when the club paid for food and drinks. When members, who organised main events like the Derbyshire BBQ, or a weeks holiday somewhere, could if they wished spend up to £100 for prizes and gifts, and now it seems that the customary bouquet of flowers has stopped.

When I helped to organize the last Holland trip I asked the question how much could we spend on a present? £20 was the answer, I could not believe it. We get more disillusioned as time goes on. When members dip into their pocket for a whip

round to show their appreciation, knowing that the club has a good bank balance is not my idea of being a member of a club. If I wasn't a member having a whip round wouldn't bother me one bit.

All these changes started because a very very small minority of members that we never see, or do anything for the club complain as to how the money is spent. Active members should be given incentives, because the club will not survive without active members and we are loosing them one way or another. Anyway that's our reasons for leaving, but you will still see us, we won't disappear never to be seen again.

On a final note as most of you will know, we lost one of our long-standing active members Gwyn Jones. We were happy to see that a lot of his friends in the club attended his funeral. He was always friendly, and helpful, and very popular, and will be missed by all those who had the privilege to know him.

**Ron & Glenis**

*Editors Note: Ron & Glenis have contributed so much to the club over the years and it is sad to see them go. Unlike many clubs run by volunteers JBAOC has been particularly generous in the past with it's bouquets and gifts to organisers, but contributions for food and drink are not permitted. The drawback to this is that some people can get overlooked particularly those with an official job description as against the occasional member press ganged to organise a one off event. As Ron said in his Round Up in the Spring/Summer 2003 magazine, the vote was carried by members to leave things as they are, this was that decisions should be taken by Officers of the Committee.* **Robbie**

## Rocky road to Dublin

HERE WE GO AGAIN another dig at "The Old Sod"... Poor old Ireland and her roads... It is so baffling how the millions of Irish can manage to keep their cars running, from one day to the next it. What with all those twisty turns and God forbid, potholes {undulations} it must be nothing short of a nightmare.... Then again maybe us daft Paddys have figured what the steering wheel is for.

I am the very proud owner of a 2.1 stage 3 race tuned JBA Tourer. I bought her complete and have just about changed everything mechanical and electrical there is, with still lots to do. I drive her to her full potential in Ireland and England. She handles like a dream and sticks to the road like glue. I have driven all over Ireland in her without any problems. Most other drivers are courteous, lorry-drivers pull over so you can pass them, fuel is inexpensive all in all it is a pleasure to drive in Ireland. My other half who does not like driving in England is willing to drive over there.

Admittedly there are potholes here and there. A good rule of thumb. If you do not know what is around a corner or bend, go easy, you are on holiday. We are a rural community and there could be livestock or kids walking. Imagine that kids out getting exercise in this day and age. "How quaint." Then again we do not have miles and miles of cones, speed bumps, "safety cameras" around every corner and holidays spoiled due to sitting for hours on the M6, M25, etc.

What a lot of people must realise to enjoy Ireland to its full potential is to remember. This country is not a mini England / Scotland and you are not in Disneyland we have a totally different outlook over here. The famous English logic does not apply. We all love to see you come over and will go out of our way to make sure have a great time (except smokers). Even if it means working on a Good Friday, to help you on your way at no charge. (Re. Robin and Christine Satchell summer2004) I would advise

anyone to take their JBA to Ireland and drive it along roads that the car was designed for and do not listen to those that bemoan it.

P.S. Hopefully I am on the road to Scotland this year. Where can I go and what I can I do? My only experience of Scotland has been Rosyth and Faslane . I know Scotland has a lot more than that to offer. My email is paulbillson@aol.com. I could do with a bit of help in having a go at the country my clan colonised (O'Quinn.) All emails gratefully received

**Best Wishes, Paul Billson**

*Editors Note:- As most JBA Falcons are fitted with mph speedometers with no additional kph guide, like modern cars have, a quick way to convert kilometres into miles and mph is to divide kilometres by 2 and divide your answer by 4 e.g. 80kph divided by 2 =40 divided by 4 =10 add the two answers together, works out at 50mph or 50 miles approximately, example 320 kilometres is approx 200 miles* **Robbie**

# Cortina Based Steering

SINCE being built there has been play in my steering column. So this winter I decided at last to fix it, well it was getting worse! I quickly identified the increased play as being a bolt that needed tightening where the universal joint was attached. But the long term problem was out of sight within the outer tube where the central shaft slides into tube "X" in the event of a crash. Tube "X" is the tube that eventually becomes the solid triangular piece seen at the bottom end of the shaft.

To cut a long story short I fitted a complete column and shaft from another car. My original intention of merely exchanging central shafts with minimum disturbance was knocked on the head when I realised there were quite a few differences between the assemblies that indicated possible problems with the length of shaft protruding into the car being different. Mr Haynes does say "It is not recommended that the steering column is dismantled" so please do not take this article as advice to go beyond your abilities, more as information for anyone curious as to what is inside the assembly and what to look for if replacing it.

From the outside there were two obvious differences, my original shaft had 3 retaining bolts on its large mounting bracket and a round boss to which the steering wheel was attached. The new assembly had only 2 retaining bolts in a smaller bracket and a rectangular shaped piece of metal for the steering wheel attachment. Fortunately the boss could be exchanged.

My original assembly was as per the Haynes manual for the Mk4 with 2 grooves on the shaft to take 2 circlips and a large upper bearing. This bearing is shown in my photo "1".

The replacement shaft is shown on the left of photo "2" with a "Fishhook" type of reduction in the diameter of the shaft instead of the two grooves. Fishhook seems the best way of describing the way the upper wall of this reduction



Bearing

is a hard right angle whilst the lower wall is chamfered so that a special clip that fits here can slide down the shaft but not slide up the shaft. Haynes Mk3 manual shows an assembly Fig.11.29 that resembles this replacement shaft but no sign in either Mk4 or Mk4 manual of the Fishhook and its clip. The clip slides within the spring that sits below the plastic Self Cancel Cam". This is a clever device that pegs into the steering wheel boss at only one place and then rotates with the wheel so that one of its two cams knock off the direction indicators as the wheel returns to its central position, maybe.

The electrical plugs were a straight swap as was the ignition switch. Since its anti-theft capabilities had been removed I thought I would take the opportunity to position the switch higher up the shaft for convenience but then found that this prevented one electrical plug from being inserted so back to the way Henry designed it!



Shaft

Dave Tennant

## A few hints and tips . . .

**AUTOMATIC TRANSMISSION**, as a general rule be very wary if head or cam modifications are being considered, the resulting change in manifold pressure/vacuum could drastically alter the operation of an automatic box, and an increase in power could result in failure of the box.

**Emissions.** Legislation dictates strict controls over exhaust emissions, over enthusiastic tuning may result in MOT failure if unsuitable camshafts or carburettors are used.

Cfi Efi Engine management systems have a

professional on hand to remap for various levels of tune.

Always fit new cam followers when fitting a new camshaft.

Always replace con rod, flywheel and head stretch bolts.

**Brake fluids.** Most are hydroscopic (absorb water) effecting brake efficiency and should be changed every two years. My two-year-old Focus has had its fluid changed as an extra to its annual service as recommended by Ford.

Pete

### SOLUTION TO CROSSWORD

DOWN: 1 Battery. 2 Aged 3 Grill 4 Macadam 5 Gasoline 6 Amber 12 Near side 14 Defrost 15 Remould 18 Grind 19 Kerbs 21 Buff

ACROSS: 7 Banger 8 Alarms 9 Stud 10 Lean over 11 Crank 13 Radio 16 Waxed 17 Lever 20 Preserve 21 Boot 22 Anodes 23 Baffle

# Archives from 1999 – The Highs and Lows of a Kit Car Manufacturer's Year

THE CLOCKS have gone back, the nights drawing in and I have realized that we have reached that time of year when we can reflect on the events of the last kit car season. This will finally draw to a close with the Exeter show this weekend November the 20th.

The very slow start to the kit car season in late Winter early Spring was a big disappointment after the investment the company had made in new sales literature and the setting up of an extremely innovative Web site. At this stage my first thanks go to Phil Whittaker for suffering a very cold Winter's day with us at Southport, where his car was photographed for use on our Web site. Anyone visiting the Web site must agree that his car, ( two tone TSR ) looks superb.

The show season started in March at Bingley Hall where I can only blame the poor response on the uncertainties still lingering over the SVA kit car regulations. Although nothing much happened to improve business for the next couple of months, events told us that hopefully things were about to change: owners were reporting SVA passes at first attempt.

Stonleigh was an excellent exhibition ( possibly due to Top Gear magazine's involvement ) and certainly due to an impressive owners' club display.

The number of enquiries increased to the highest level for a number of years. Things continued to improve as more and more owners cars were reportedly undergoing SVA with ease and sales were improving. It may be difficult to determine when the turning point came but it certainly culminated at JBA's factory open day in October.

That week-end did not start with much promise, the weather was atrocious and the signs were not good but in the end the event turned out to be more reminiscent of the boom

days of the late 80's / early 90's. We did test drives all day, took orders all day and no-one mentioned SVA - all day!

My thoughts and thanks must go out to all owners who travelled through the horrendous weather that day, to make it a memorable occasion.

We have talked about kit car sales and obviously without these the company doesn't survive, but without a doubt the biggest buzz for me comes from seeing the owners displaying their cars with pride in their achievement.

In general, JBA owe a lot of owners a lot of thanks; for turning up at open days and kit car shows and speaking enthusiastically about the product, for supporting the owners' club and of course, for supporting the company. There are many people deserving of our special thanks and their efforts are remembered and appreciated.

Included amongst them are:- Derek Bintcliffe and Keith Morrish who continue to exhibit their cars on our behalf, after owning them for many years. Glynn Whalley for exhibiting his car at Harrowgate. Burman Parker for exhibiting his newly-finished V8 Falcon at Donnington. Also Phil Whittaker, Bernard Telford, Mick Sykes and John Rodwell for their obvious enthusiasm and support.

My thanks must go out to the owners' club chairman, committee members and all the other representatives who have helped to make the JBA owners' club one of the biggest and best kit car clubs in the world.

Thanks indeed to all who have helped us to finish this year on a high.

**Dave and Ken**

## Little Grey Cells

Here is a little puzzle to get the old brain cells going, how many manufacturers of production sports and saloon sports cars can you name from the forties through to the eighties, would it be twenty, thirty or forty or possibly more? I will give you my list in the next magazine.

**Pete**

## GWYN JONES

*Sad to report the death of long time member Gwyn Jones who passed away Monday 14th February. On behalf of the club we express sincere condolences to his wife Betty and family and offer support if needed.*

## COMMITTEE MEMBERS

### CHAIRMAN

**PETE HENSTOCK**  
8, CAVENDISH ST, OFF SKEGBY RD,  
SUTTON IN ASHFIELD  
NOTTS. NG17 4FJ  
PHONE...01623-515002

### VICE CHAIRMAN

**BOB REYNOLDS**  
47, BROOKFIELDS RD, IPSTONES,  
STOKE ON TRENT ST10 2LY.  
PHONE...01538-266044.

### SECRETARY

**LES FRAGLE**  
BROCK COTTAGE,  
6 THISTLETON ROAD  
THISTLETON, PRESTON.  
LANCS. PR4 3XA  
PHONE...01995-672230  
[les.fragle@virgin.net](mailto:les.fragle@virgin.net)

### TREASURER & MEMBERSHIP ADMIN

**DONALD COLLIER**  
FERN GROVE, CROSSMICHAEL,  
CASTLE DOUGLAS  
KIRKUDBRIGHTSHIRE. DG7 3AS  
PHONE...01556 670275  
[donald@ferngrove31.freemove.co.uk](mailto:donald@ferngrove31.freemove.co.uk)

### EDITOR & Website

**ROBBIE GIBSON**  
56 CHAPEL STREET, HIGH VALLEYFIELD,  
DUNFERMLINE, FIFE. KY12 8TT  
PHONE...01383 881191  
[Robbie.Gibson@btinternet.com](mailto:Robbie.Gibson@btinternet.com)

### MARKETING OFFICER

**LESLEY NEWMAN**  
28 PLANTATION AVENUE ARNSIDE,  
via CARNFORTH CUMBRIA. LA5 0HU  
PHONE...01524-761630

### ADVERTISING OFFICER

**ANN HENSTOCK**  
8, CAVENDISH ST, OFF SKEGBY RD,  
SUTTON IN ASHFIELD,  
NOTTS. NG17 4FJ  
PHONE...01623-515002

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## REPRESENTATIVES

### NORTH SCOTLAND

**ROBBIE GIBSON**  
56 CHAPEL STREET, HIGH VALLEYFIELD,  
DUNFERMLINE, FIFE. KY12 8TT  
PHONE...01383 881191  
[Robbie.Gibson@btinternet.com](mailto:Robbie.Gibson@btinternet.com)

### SOUTH SCOTLAND

**DONALD COLLIER**  
FERN GROVE, CROSSMICHAEL, CASTLE DOUGLAS,  
KIRKUDBRIGHTSHIRE. DG7 3AS  
PHONE...01556 670275  
[donald@ferngrove31.freemove.co.uk](mailto:donald@ferngrove31.freemove.co.uk)

### NORTHERN IRELAND

VACANT

### N.E. ENGLAND

**JOHN SPARROW**  
19 LYSTER CLOSE, MANOR PARK ESTATE, SEAHAM,  
COUNTY DURHAM  
PHONE...0191-5812752  
[Jspug@aol.com](mailto:Jspug@aol.com)

### N.W. ENGLAND

**LES FRAGLE**  
BROCK COTTAGE, 6 THISTLETON ROAD, THISTLETON,  
PRESTON. LANCS. PR4 3XA  
PHONE...01995-672230  
[les.fragle@virgin.net](mailto:les.fragle@virgin.net)

### WALES

**TREVOR BROWN**  
"REFAIL" LLANFAIRYNGHORNWY, HOLYHEAD,  
ANGLESEY LL65 4LW  
PHONE...01407-730103

### SOUTH WALES

**TERRY HEYES**  
7, GLAN-Y-NANT CLOSE, CYMBRAN, TOFAEN NP44 7AA  
PHONE...01633-675325  
[etel.heyas@ntlworld.com](mailto:etel.heyas@ntlworld.com)

### MIDLANDS

**MALCOLM FAWDRY**  
18, ROWNEY CROFT, HALL GREEN, B, HAM B28 0PL  
PHONE...0121-7443678.

### CENTRAL SOUTH ENGLAND

**PETER GIBBONS**  
THE FIRS, 11 COLUMBA DRIVE, LEIGHTON BUZZARD,  
BEDFORDSHIRE LU7 8YN.  
PHONE...01525 381240  
[peter.gibbons@newsint.co.uk](mailto:peter.gibbons@newsint.co.uk)

### S.W. ENGLAND

VACANT

### S.E. ENGLAND

**MIKE DAVIES**  
23, STAR LANE, FOLKSTONE, KENT. CT19 4QH  
PHONE...01303-278537.

### EUROPE

**GUUST POPPE**  
GHISTELKERKE 637, 4511 BRESKENS.  
PHONE...0031-117-383189  
[poppejba@zeelandnet.nl](mailto:poppejba@zeelandnet.nl)